

# West Oakland Truck Management Plan Year One Implementation March 2020

## Draft Parking Regulations & Draft Truck Routes



CITY OF OAKLAND



PORT OF OAKLAND

# Contents

- TMP Overview
- TMP Implementation Approach: Focus on Year One Actions
  - **Update the Network of Truck Routes and Truck Prohibited Streets**
  - **Change Parking Regulations**
- Next Steps



# What is the Truck Management Plan (TMP)?

A requirement of Oakland Army Base Redevelopment Project Mitigation Measure 4.3-7 to reduce the effects of transport trucks on local streets in West Oakland

Addresses truck circulation and truck parking in West Oakland

Identifies actions and responsibilities across City departments and Port

## Goals:

- Reduce disruption from trucks
- Communicate with truck drivers preferred routes
- Improve safety near Truck Routes



# Area Addressed by the TMP



# Implementation Schedule: 10 Strategies

STRATEGIES	Year 1	Year 2	Year 3	Year 4	Year 5
1. Improve Safety at Street Intersections Near the Port	●	●	●	○	○
2. Improve Truck Routing	●	○	○	○	○
3. Update the Network Of Truck Routes and Truck Prohibited Streets	●	●	○	○	○
4. Improve Truck Route Signage	●	●	●	○	○
5. Conduct Traffic Enforcement Spot-Checks	○	○	●	○	○
6. Use Urban Design to Promote Use of Truck Routes	○	○	○	●	●
7. Improve Training for Issuing Parking Tickets	●	○	○	○	○
8. Change Parking Regulations	●	●	○	○	○
9. Consider Increasing Truck Parking Fines	○	●	○	○	○
10. Conduct Targeted Parking Enforcement	○	○	●	○	○



# Proposed Truck Route Network

Strategy 3. Update Network of Truck Routes and Truck Prohibited Streets



CITY OF OAKLAND



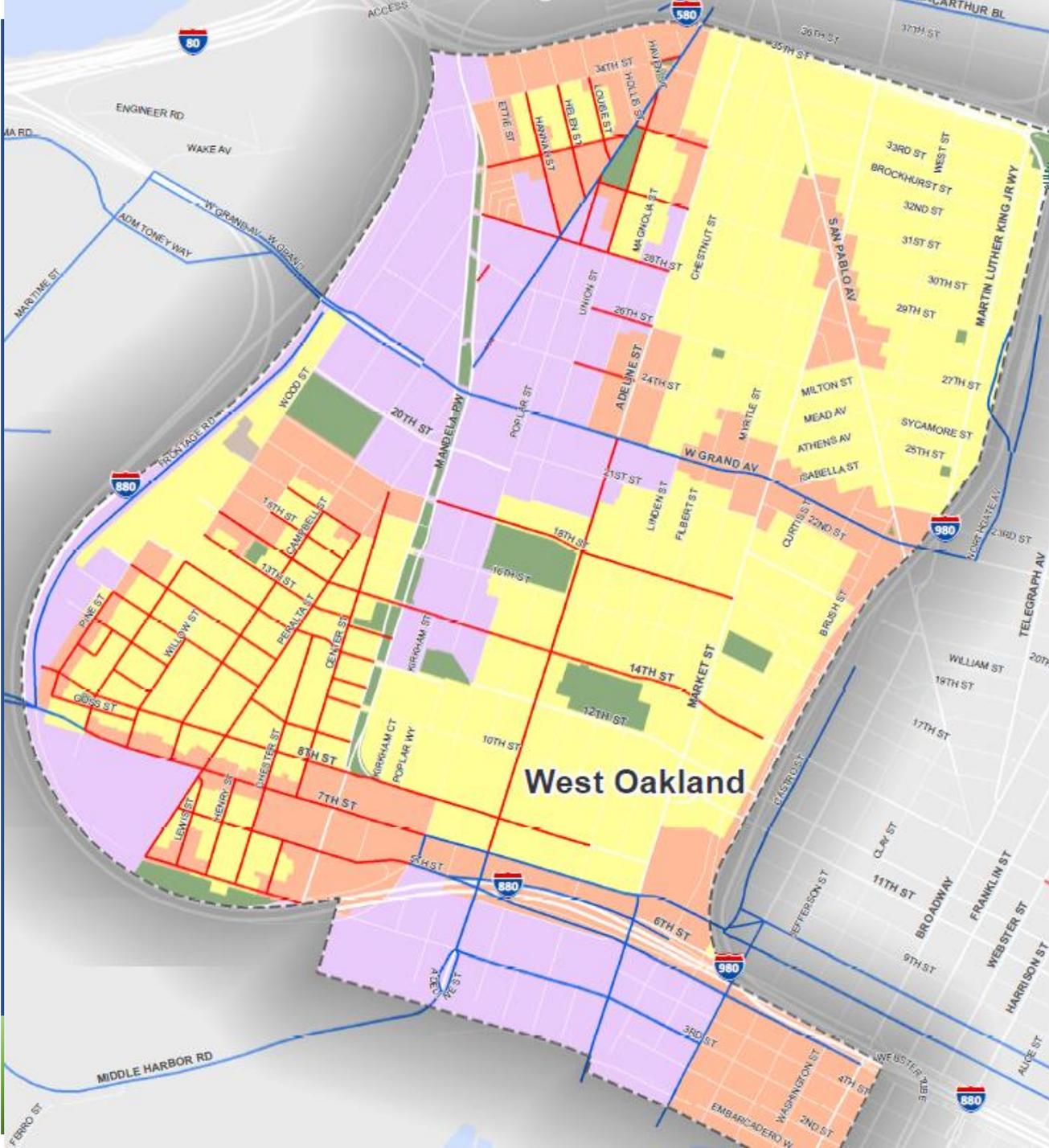
PORT OF OAKLAND

# Objective

Propose changes to the Oakland Municipal Code to update the **Truck Routes** and **Truck Prohibited Streets** and resolve or correct OMC inconsistencies to make Truck Routes clearer and more effective



# Truck Route Network with Proposed Changes



**Proposed Truck Route Network**

- Truck Route
- Prohibited

**Zoning/General Plan**

- Commercial (Residential Uses Allowed)
- Residential
- Industrial
- Other
- Park

# Truck Route Network: Add Frontage Road between 7<sup>th</sup> St. & W. Grand Av.



- Built as an access road for trucks to merge onto I-880
- Designed to more safely accommodate truck traffic (few intersections and vulnerable road users)
- Largely separated from West Oakland streets network
- Alternative north/south roads increase resident exposure including schools



# Make Truck Prohibited: 28<sup>th</sup> St. between Poplar St. and Mandela Pkwy.



- Residents reported that the street is used a cut-through by trucks to travel between Peralta St and Mandela Pkwy
- Residents reported noise and safety issues related to 28<sup>th</sup> St
- Encourage Trucks to remain on streets in industrial areas south of 28<sup>th</sup> St
- Modest impact on nearby businesses



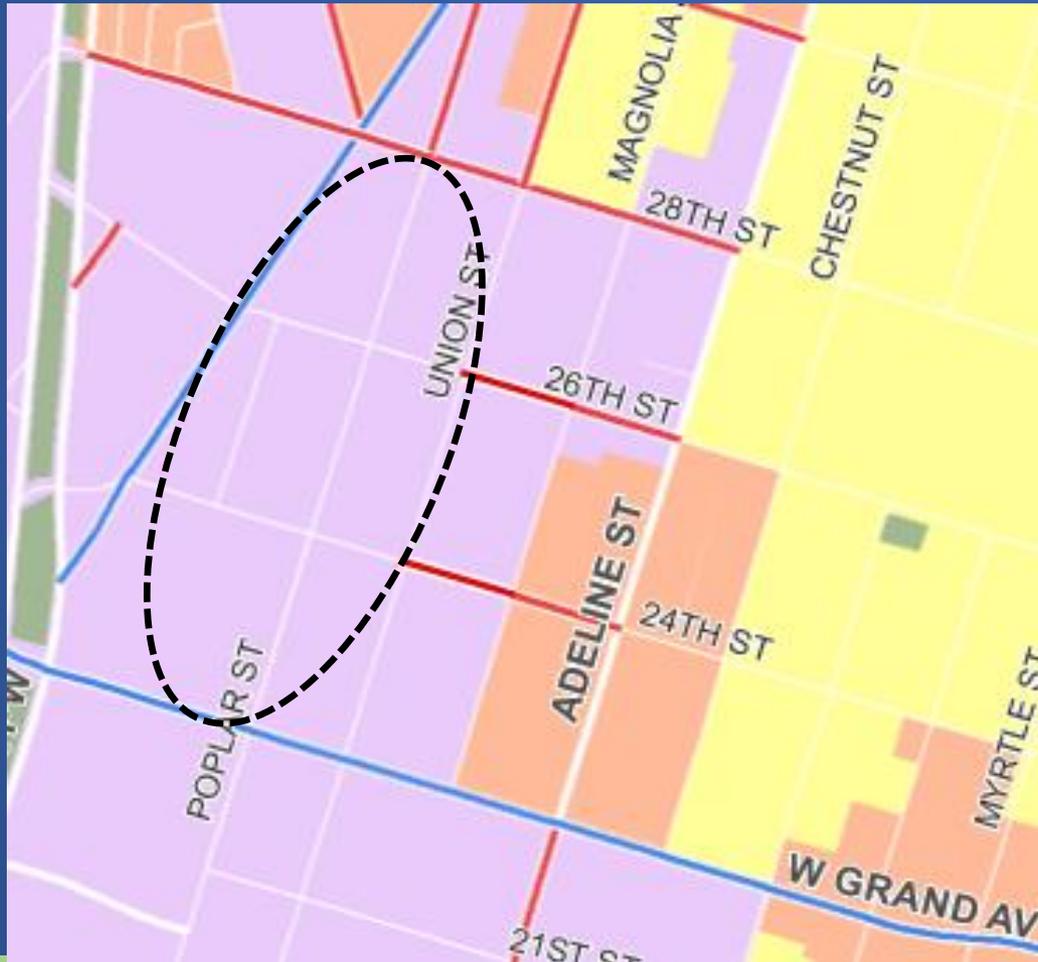
# Make Truck Prohibited : 7<sup>th</sup> St. between Wood St. and Union St.



- Commercial businesses and residences along corridor with additional housing planned near West Oakland BART
- Absence of truck-intensive businesses along the corridor
- Discourage use of 7<sup>th</sup> St. to bypass traffic on I-880
- Potential for improving air quality along 7<sup>th</sup> St



**Remove Truck Prohibited:** Poplar Street and Union St. b/w W. Grand Ave and 28<sup>th</sup> St.; 24<sup>th</sup> St. & 26<sup>th</sup> St. b/w Peralta Ave. and Union St.; Kirkham St. b/w 24<sup>th</sup> St. and 26<sup>th</sup> St.



- Changes align with existing industrial land uses in area
- Streets do not contain residences
- Retain truck prohibited on the segments leading to residential
- Along with change to 28<sup>th</sup> St clarify how drivers should (*and should not*) access businesses



# Draft

# Truck Parking Regulations

Strategy 8. Change Parking Regulations



CITY OF OAKLAND



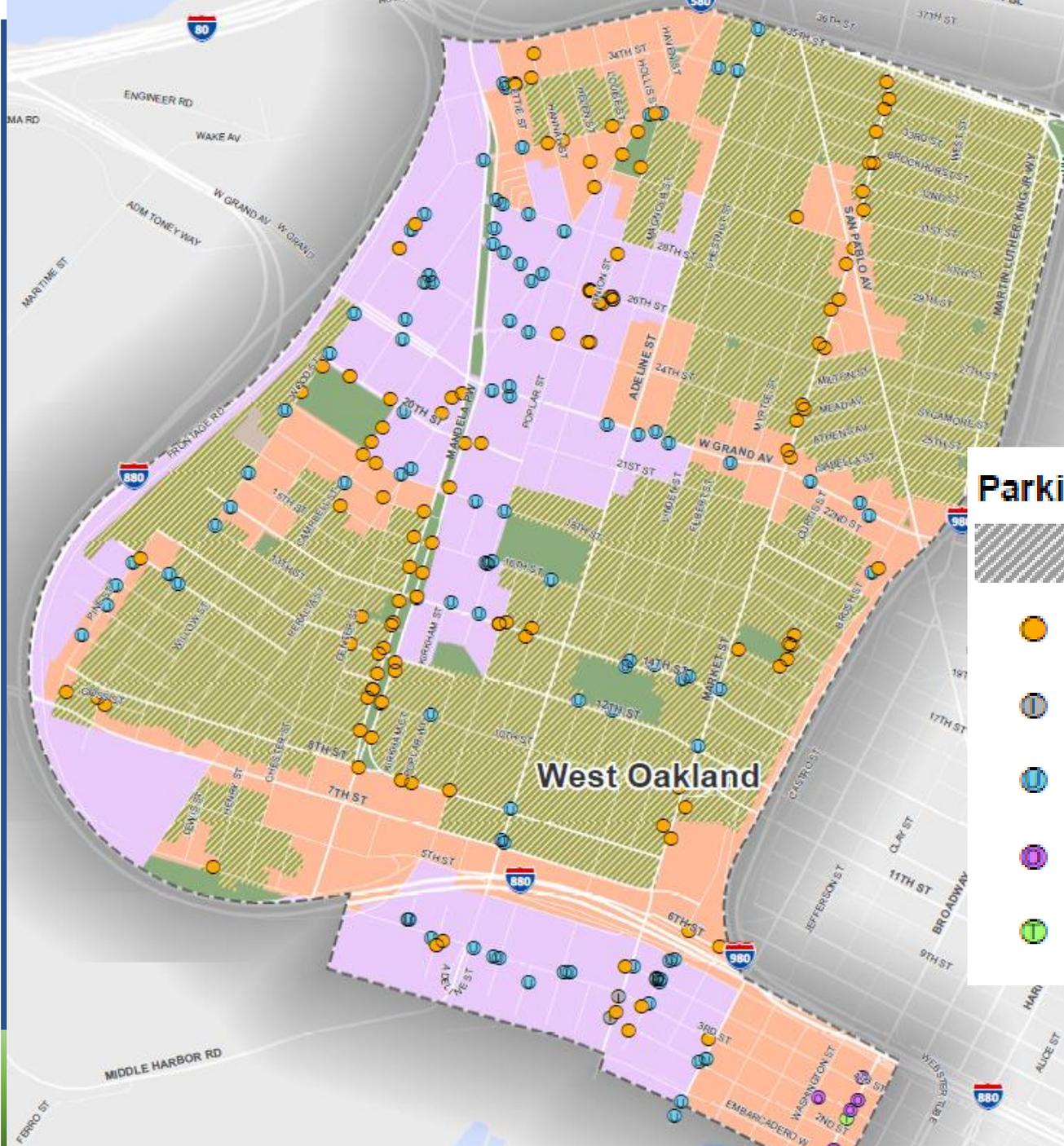
PORT OF OAKLAND

# Objective

Change the **parking regulations**, so the restrictions are applicable to more streets in West Oakland and are easier to enforce



# Existing Conditions



## Parking Limits



Prohibited in Residential Zones



No Parking / Prohibit Truck Parking



No Idling



Prohibit Unattached Trailers



Restrict Overnight Parking



Trucks Limited to 5 Hours



PORT OF OAKLAND

# Draft Truck Parking Regulations Proposal

- Prohibit unattached trailer parking



# Draft Truck Parking Regulations Proposal

- Trucks allowed to park in industrial areas only if sign designating “Truck Parking”, otherwise truck parking prohibited
  - This is the opposite of the current regulations which allow parking unless in a residential district or “no truck parking” sign posted
  - Trucks can still load/unload throughout the City
- Rationale:
  - Flexible and fine grained
  - Very clearly communicated via signage
  - Facilitates enforcement





# Next Steps

- **Community engagement (Apr/May/Jun)**
  - Due to Covid-19 pandemic, we are turning to web-based methods of engagement: draft materials posted online; survey; stakeholder conference calls and virtual meetings
- **Revise Proposals based on stakeholder feedback – Summer 2020**
- **Bring recommendations to City Council for adoption – Fall 2020**
- **Visit the project website for more information:  
<https://www.oaklandca.gov/topics/west-oakland-truck-management-plan>**

